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The Daily Press.

HONGKONG, AUGUST 28TH, 1907.

A newspaper in Burma does not share the popular Hongkong and Singapore opinion of the Crown Agents' system. Like Sir MATTHEW NATHAN, the *Rangoon Gazette* considers that, though they have been given a bad name, they should not be suspended. Every opinion, like every child, has a right to benevolent treatment after birth, unless the Platonists who recommend euthanasia for aborted specimens of humanity be deemed to be in the right. The *Singapore Free Press* considers that the Rangoon opinion is a born cripple, conceived in ignorance. Apparently, remarks our southern contemporary, the Burman journal was "without any knowledge of the hopelessly anachronistic ways of a department that had its uses half a century ago in the days of sailing ships, and is now in the days of cable communication a mere awful example of dithering commercial senility." Such vigorous language must have been inspired by strong convictions, acquired from actual experiences; and certainly those who have gained any knowledge of the performances of this aristocratic, plutocratic, and autocratic bureau are not likely to cavil at the terms in which it may be denounced. We agree with the opinion that for places like Hongkong, Singapore, and Ceylon, its ministrations are undesirable. Our con-

temporary calls it a fifth wheel; we should prefer to describe it as a "slipper," a clog, on the other wheels. For such places, emancipation from the bondage of the Crown Agents would be an economical blessing. It could do no harm, for, as our contemporary says,

With their energetic business populations, their good head and big turn of export and imports, with their keen public spirit and watchful press, there would be not the least chance of jobbery in the supply of commodities and materials to the public departments. The sharp competition amongst firms on the spot would dispose of that most effectively, for every firm would keep its eye on its rival, and quotations for business would be cut down to the finest point. Besides everybody would know exactly the class of article wanted, and the system of admitting local business firms to competition for contracts obtained the most powerful of all checks against misfeasance of any sort in connection with Government tenders for supplies would be in constant operation. The true solution is of the simplest. In all Crown Colonies of the first class, such as those specified above, let the Crown Agents be admitted into open competition with local business firms. Wherever all things being equal, the local firms would do the business to the advantage of the Colonial Government in price, quality, and expeditionness of supply, the business should be done locally. Where the Crown Agents could offer the a rantes a fore-aid, the business should go to the Crown Agents. But the element of time is of the first importance, and if the time clause in the contracts cannot be met satisfactorily by the dithering and often blundering methods of the Crown Agents, expedition may itself direct the local firm tendering the best terms. If we have competition between the Crown Agents and local firms, these latter cannot complain if the Crown Agents undercut them. Such competition would be good all round, for it would tend to Government business to keep down the rates of local firms tendering, and that again, when the figures came out, would operate as a check on general local business charges. But to continue the Crown Agents as monopolists is bad for them and bad for the sentiment of commercial independence that is due to the sense of dignity of a first-class Crown Colony.

There is certainly something fishy in this persistent way in which, despite numerous questions and suggestions in Parliament, all interference with the Department is staved off. The most reasonable proposals, like that in the foregoing quotation, are met by a passive resistance that savours strongly of the fashion of Peking. It is very discouraging to those who favour a reform of this most un-English feature of administration, but we hope that the efforts to put it where Cesar's wife should be, above suspicion, will not be allowed to slacken. Until there is evinced an honest desire to judge the Department on its merits, and until its

apologists have the verdict of public opinion on their side, it is the duty of all believers in pure administration to continue demanding the strictest un-official investigation. It is a proof of the lack of the question deserves support.

Here is the extract from the *Rangoon Gazette*:

A recent Parliamentary paper supplies some interesting details concerning the magnitude of the works with which the Crown Agents have been connected for the last ten years and the fees paid to their advisers. The figures given here relate to some eight or ten tropical colonies, and only to railways. The engineers dealt with are in the front rank of their profession, and they supervised the expenditure of nearly fifteen millions sterling. For doing this they received in the shape of salary £42,440, and, for office expenses, £67,200, the two together representing 68 per cent. on the total outlay. Private persons would be very glad if they could obtain professional assistance as cheaply. Local agitation against and jealousy of the Crown Agents is not unnatural on the part of the trading and local officials have the same tendency, because they would have a freer hand if supplies were obtained on the spot. We do not suggest that in adopting this attitude officials are prompted by unworthy motives. In many respects it would be more convenient to obtain articles on the spot, as the present system involves much circumlocution and delay. But there cannot be a shadow of doubt that the existing system is, on the whole, a good one. No local trader can buy to as much advantage as the Crown Agents, and local purchase in small communities would lead irresistibly to abuse. Experience has in hundreds of instances proved these statements to be correct. The Colonial Secretary is therefore well advised in discouraging the practice of obtaining supplies locally unless there be good reason for it. Of course, it has to be resorted to when the quantities at one time are not large, or special necessary.

That is amazing enough to warrant the supposition that it was "writ easant." What private persons would be glad to pay for professional assistance in any undertaking 68 per cent. of the total outlay? Who would like, when building a £400 cottage, to think the architect had taken £272 of the money? And our Rangoon contemporary, be it noted, frankly admits in conclusion that where time is a consideration, the Crown Agents are better ignored. It discusses only the railway work of the department. That interests us locally, as it does Singapore. The *Free Press* declares that "the Crown Agents made the most colossal blunder imaginable of the Singapore-Krati railway, a farcical job that has been the Aunt Sally of public opinion ever since its abortive debut." ... giving us a shoddy rickety line at a figure disgracefully over the estimates, costing heavy sums in upkeep as a result." We hope similar things may not have to be written of our Kowloon-Canton line. So far, there are

indications that it is going to be a dear bargain. Any query as to the comparative cost of rail would be interesting. Perhaps if an un-official member of the Legislative Council were to ask this question: "Can the Government ascertain the truth or otherwise of the allegation that the Chinese have been actually receiving in China the same rails for less per ton than the Crown Agents have charged f. o. b. to us," the answer might be interesting. That statement has been made to us, and if substantiated, it says sufficient to warrant a good deal of complaint regarding the existing system.

The English Mail of the 27th July was delivered in London on the 28th instant.

The disbanded Korean soldiers are raising a revolt in the Eastern Provinces. Seoul remains quiet and the universal opinion is that the behaviour of the Japanese in face of trying circumstances is admirable.

The return of visitors to the City Hall Library and Museum for the week ending the 25th August, 1907, shows that non-Chinese there were 320 to the Library, and 121 to the Museum, and of Chinese 145 to the former and 1,801 to the latter. The Library was therefore visited by 465 persons, and the Museum by 2,722.

A marine hawkler was yesterday at the Magistracy fined \$10 for four offences. He was convicted on three separate charges of having unlawful possession of a number of articles, which included knives and spoons stolen from the Hongkong Club, and he added to his offences by offering a bribe of \$1.2 to the officer who arrested him.

Prince Ching has recommended Chen Pi, Yang Shih-chi and Lu Paochung to be appointed to the office for compiling and investigating constitutional government. He also advocates dividing the office into sections, each section to have three or four secretaries, both Manchus and Chinese; Tsao Yuan-shung and Ma Shih-chieh being mentioned amongst the candidates.

Through the parting of the life line, a Chinese diver while at work on the cable ground near Hougham Bay on Monday, was killed. When he did not come to the surface after being under water for about half an hour those on board the diving junk became anxious, and another diver on going below found his comrades lashed to the radiator of the junk. It would appear that something went wrong with the air tube of the dress, and the diver in his haste to cut away the ropes which bound him to the junk also cut away the life line, his only hope of salvation.

It was reported at the last sitting of the British Chamber of Commerce in Paris that the executive council of the Association of Chambers of Commerce of the United Kingdom had decided to accept an Anglo-French agreement for the protection of British merchandise marks in France and of French marks in the United Kingdom. Since attention was first directed to this question some years ago by the British Chamber of Commerce in Paris there has been an increasing recognition of its importance in both countries, where commercial organisations are now making representations to the two Governments as to its importance.

Some misunderstanding seems to exist in a story published to the effect that little Prince George of Wales was noticed sweeping the carpeted steps at Buckingham Palace on July 26th, using "a broom considerably bigger than himself," and, evidently with a view to preparing for the departure of his grandpapa and grandmama for Hampstead. The "broom" referred to was a carriage broom—a piece of wood with handle attached which footmen place against carriage wheels so that the vehicle may be less liable to movement while its owners are entering or alighting. The young Prince, more bent on athletics than on carpet sweeping, was exercising his muscles by swinging this broom around him. The story detailed how, after a remonstrance by an attendant, the Prince put aside the broom, but soon reappeared, and commenced sweeping more busily than ever. As a matter of fact, says the *Daily Telegraph*, anxious to keep the thrilled universe in the right regarding this historic event, the attendant was under no misapprehension as to the Prince's form of exercise, and his remonstrances took the following form: "Please wait until you go to Scotland if you wish to practice throwing the hammer, or you will be smashing the window."

Surgeon-Colonel Edmund Groszold McDowell, C.B., died at Portland on July 26th at the residence of his son-in-law, Major E. W. Briscoe, late Royal Artillery, Governor of His Majesty's Convict Prison. The deceased officer was born on November 30, 1837, and entered the service as an assistant surgeon in the 44th Regiment on November 6, 1855. He was promoted surgeon in the Army Medical Staff on September 5, 1870, surgeon-major on March 1, 1873, brigade surgeon in the Army Medical Department on August 4, 1881, and deputy surgeon-general on March 4, 1886, retiring as a surgeon-colonel of the Medical Staff on November 30, 1891. He served with the 44th Regiment in the campaign of 1890 in North China, including the storm and capture of the Taku forts (medal with clasp); and in the Egyptian war of 1882 (medal, 3rd Class of the Medjidieh, and expedition under Sir Gerald Graham in 1884 as principal medical officer, and was present in the engagement of El Teb and Tamai (twice mentioned in despatches, C.B., and two clasps). His only daughter, he leaves two sons, Major F. McDowell, R.A.M.C., and Dr. M. K. McDowell, U.M.C., Principal Civil Medical Officer, Straits Settlements.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

NEW SULTAN OF MOROCCO PROCLAIMED.

LONDON, August 26th.
It is confirmed that the Sultan's brother has been proclaimed Sultan of Morocco.

ENGINEERS AND THE TRADES UNION CONGRESS.

LONDON, August 26th.
The Amalgamated Society of Engineers has withdrawn from the Trades Union Congress.

LAUNCH OF A BRITISH BATTLESHIP.

LONDON, August 26th.
The new battleship *Temeraire* has been launched at Devonport Dockyard.

[REUTERS' SERVICE.]

THE BRITISH NAVY.

LONDON, August 26th.
The *Temeraire*, the third of the *Dreadnought* class, 18,650 tons, has been launched at Devonport.

RUSSIA AND JAPAN.

LONDON, August 25th.
Russia and Japan have decided to raise their respective legations to the status of Embassies. A Bill for this purpose will be introduced at the opening of the new Duma.

THE UNITED STATES FLEET.

LONDON, August 25th.
At a conference at Oyster Bay between President Roosevelt and the Officials of the Navy, the details of the visit of 16 battleships to the Pacific in December were decided upon.

THE OPIUM QUESTION.

LONDON, August 26th.
In the House of Lords, Lord Fitzmaurice said that the Government had not yet heard that China had formally assented to the American proposal for an international conference on the opium trade; therefore no representative had been appointed.

THE JAPANESE CRUISERS IN EUROPE.

LONDON, August 25th.
The *Tenkhu* and the *Chitosa* are at Naples.

RAILWAY COLLISION IN FRANCE.

LONDON, August 25th.
The Bordeaux-Paris express collided with a goods train at Coutras, seven were killed and thirty injured.

THE MONEY MARKET IN THE UNITED STATES.

LONDON, August 25th.
Washington wires that the Treasurer will begin this week to make weekly deposits with the National Banks, for at least five weeks, to meet commercial needs, and to prevent the stringency from disturbing the business of the world.

LAWN BOWLS.

KOWLOON V. POLICE.

On Saturday afternoon, commencing at 4.30, the Kowloon Bowling Green Club play their return match with the Police Club on the latter's ground. The following have been selected to represent Kowloon:—

W. Russell, T. Petrie, T. Neave and A. Emsay (skip).

W. Taylor, D. Keith, W. Hutchinson and J. C. Gow (skip).

C. W. Alexander, J. Menzies, W. J. Crawford and E. H. Baxter (skip).

"IN VAIN IS THE SNARE."

The following is a decree of the Emperor Dowager:—The Board of Agriculture, War, and Commerce, has memorialised the Throne that the Chinese in the Southern ports have established a Chamber of Commerce and wish to despatch a high official to encourage them. The majority of the Chinese who reside in the Southern ports abroad are engaged in trade and of their own accord they have organized a Chamber of Commerce. We appreciate their success. Therefore We hereby appoint Yang Shih-chi, the Junior Vice President of the Board of Agriculture, War, and Commerce, to proceed to various ports abroad in the South and express to them Our Imperial interest in them and if there are any who will return to China with large amounts of funds to develop the Commerce of China they will not only be rewarded with titles and other rewards, but properly protected by the local authorities so as to encourage the Commerce of China and to show Our sympathy with the Chinese abroad.

SUPREME COURT.

Tuesday, 27th August.
IN SUMMARY JURISDICTION
BEFORE MR. A. G. WISE (PUISE JUDGE).

A DISPUTED LOAN.
Action was brought by Leung Lok-cho to recover from Chin Tuen-ting the sum of \$200, money lent on March 13th.

Mr. F. X. d'Almada e Castro appeared for the plaintiff, and Mr. R. A. Harding for the defendant.

Plaintiff said defendant borrowed the amount claimed on March 13th, giving in exchange a stamped document. The money was paid to defendant by one of plaintiff's friends who had since sailed for Australia. Witness had applied for the money many times, but had always been put off.

In cross-examination plaintiff said he had lived in Hillier Street for six or seven years. He was engaged in the matting business, but did not ship coolies to America. Defendant did not lend witness \$200 on February 28th.

Mr. Harding—Will you explain how it is that in the document you produce you don't mention the amount was advanced as money lent?—We were friends.

But you know in a document like that it is generally stated why the money was advanced?—It is a stamped document.

And has only a firm's chop on it?—I trusted to defendant adding his signature. We Chinese trust each other.

You know the defendant has been in business here for nearly 30 years?—Yes.

And keeps a large seamen's boarding house?—Yes.

Didn't you have a quarrel with him by reason of his turning off the s.s. *Dakota* certain stowaways you sent aboard?—No.

Mr. Harding said the defence was that the defendant lent the plaintiff \$200, which was a loan for a week only. No receipt was given for it, but the money was not repaid, although the defendant had applied for it many times.

Defendant told the Court he made a loan of \$200 to the plaintiff, and produced his firm's book showing the entry. The amount was not repaid at the end of a week as arranged. Some time later a man called at his boarding house, handed him \$200, and said it was the amount plaintiff owed him. Defendant gave a receipt for it. Plaintiff never applied for the sum for which he sued, but he quarrelled with the defendant because the latter would not allow him to "steal some berths" for stowaways. When witness took them off the ship the boatwain absconded, and plaintiff said he took with him \$700 belonging to him.

Mr. Almadia—Why didn't you put on the document you produce "received payment for a loan"?—I didn't think of it.

You have been a business man for thirty years and you want the Court to believe that you don't know how to write a proper receipt?—Chinese generally write them as I have done.

Didn't you use the chop you did with the *Dakota* as a receipt for payment afterwards?—No. After hearing further evidence his Lordship gave judgment and costs for plaintiff.

A SEAMAN'S DEBT.
Mok Ying sued Cheng Kwai to recover \$100, money lent on August 16th. Plaintiff was represented by Mr. d'Almada and defendant appeared in person. He said he owed \$41.85, no more.

Plaintiff told his Lordship the defendant was going to load sand and earth for her. She advanced him \$100 to repair his boat which had been damaged in the typhoon. Defendant had not carried any sand or earth, so the amount was still due.

His Lordship to defendant—Do you want to ask any questions.

Defendant—I have a lot to say.

Defendant was then sworn, and told the Court he got \$181.50 worth of goods. Then he borrowed \$100 from her. He had carried \$218.85 worth of earth.

Judgment was entered for plaintiff with costs.

A WIDOW'S DIFFICULTIES.
Chan Ching-pai, trading as the Kwong Wing Shing at 130, Wellington Street, sought to recover from Ngan Shi, widow, of 248 Hollywood Road the sum of \$535, being as to \$50 principal and \$35 interest.

Mr. H. Harthouse (of Messrs. Denny and Bowley) appeared for plaintiff, and Mr. S. W. Tso for the defendant.

Plaintiff said he lent the defendant \$50 on October 19th, 1905, and she gave him a note of acknowledgment. The manager of the defendant's shop, the Koi Tak, approached him and said his mistress wished to borrow \$500 to buy pearls. Plaintiff agreed to advance the amount, and when the widow called he handed her five \$100 bills. She had not repaid any part of the principal.

In cross-examination plaintiff said the defendant was a relation of his. When the Koi Tak shop closed he was one of the chief creditors. Previous to advancing the amount for which he was suing, plaintiff lent the defendant \$1000, and on due date she pressed her for payment.

She told him she could not pay him then, adding—"You need not be afraid. I will repay you even if I sell my sons and daughters. I will not owe you a cash."

Defendant said she was the mistress of the Koi Tak shop. She did not remember making a promissory note for \$500 in favour of the defendant, and had never seen the one produced before. She did not authorize her manager to borrow \$500. The Koi Tak shop closed on December 15th last year on the advice of the plaintiff. She never owed plaintiff any money, but her shop did.

Cross-examined—The Koi Tak belonged to her husband, who had been dead about nine years. She had not taken out probate or letters of administration. When the writ of summons in this action was served on her she denied her identity because she could not understand the

bailliff. She knew about the deed of composition put in. The creditors were to get \$32.00 per cent. Witness gave a charge on her property in Canton to cover what was owing plaintiff's wife.

After further evidence was taken, the case was adjourned.

MURDER ON DUMB BELL ISLAND.

Another murder has been reported to the police, the tragic occurrence on this occasion taking place on one of the islands in the archipelago which lies to the west of Hongkong. And, as is not unusual, there is a "woman in it." There is some doubt as to what events actually preceded the fatal act, but the fact that the murdered man had his queue cut in significant to those who understand Chinese customs.

The circumstances as known to the police are these. A man named To Hing Chun, a fisherman in the Miu Wo village, went to the Police Station at Lantau on the 26th inst. and reported to Sergeant Angus that a robbery had taken place at his house the night before. While he was still at the station the wife and brother of the deceased arrived upon the scene, accompanied by a Lukong, and stated that To Hing Chun had murdered the deceased. The brother, Tan Muk Fat, farmer, declared that while asleep in his house on the night of the 25th inst. he was awakened about 10 o'clock by a noise outside. Getting up he discovered that the disturbance was at To Hing Chun's house, and on proceeding there he saw To Hing Chun holding his younger brother, Tan Muk Fat, by the queue. To Hing Chun struck his brother over the head and legs with a chopper, and the wounded man fell to the ground. Tan Muk Fat went to the assistance of his brother, who, though seriously wounded, told him that he had gone to To Hing Chun's house to demand the return of some \$2 or \$3 which he had lent to him, but that the latter had refused to pay him and assaulted him instead.

To Hing Chun's wife is said to have played a part in the tragedy, but she disappeared before the police learned of the occurrence.

Tan Muk Fat succumbed to his injuries about an hour after they were inflicted. The unassisted man, To Hing Chun, was brought before Mr. C. D. Melbourne at the Magistracy yesterday and remanded till Saturday.

TESTIMONIAL AT KOWLOON DOCKS.

TO MR. ROBERT BROOKS.

On Monday evening the members of the Kowloon Docks Staff met to present Mr. R. Brooks with a token of respect and esteem on his leaving the firm. He sails by the P. and O. steamer *Sunda* to-day (28th). Mr. T. Neave Superintendent Engineer, on presenting Mr. Brooks with a gold hunter watch on behalf of the Staff said he was very sorry that the occasion had arisen to make the presentation, as Mr. Brooks had been ordered home to go under an operation. He trusted that the operation would be successful and expressed the wishes of all present that Mr. Brooks might have a quick recovery to health; he had the appreciation of the Company socially and otherwise.

All present had plenty of work in front of them and not enough occasion to study health. He wished Mr. Brooks and family "God speed."

Mr. Brooks feelingly replied, thanking them for their handsome gift and said he would carry with him many pleasant recollections of his friends in Hongkong.

Mr. Davidson, Acting Superintendent Shipwright, and Mr. T. Oates, expressed regret at Mr. Brooks' departure in such circumstances. "The company" dispersed after singing "He's a jolly good fellow."

LARCENY OF SUGAR.

The trial of three natives on a charge of stealing sugar valued at \$3500 from Messrs. Jardine, Matheson and Company, was concluded before Mr. F. A. Hazland at the Police Court yesterday. Mr. H. W. Looker appeared for the prosecution and Mr. Otto Kong Sing and Mr. R. A. Harding for the defence.

In giving his decision his Worship said:—I have no difficulty in coming to the conclusion as to the absolute guilt of these three men. Of course, in cases of this sort, where the magistrate sits as a jury, it is only necessary for him to say whether the accused are guilty or not, but I wish to refer to the evidence against the first defendant.

The evidence of the broker. There is absolutely no doubt in my mind as to the truth of that evidence. These three men had combined with others for a common purpose. On the point of law raised by Mr. Harding on the question of possession, Mr. Hazland referred to a case in which such possession was held to be larceny by a servant. His Worship, in conclusion, complimented Police Sergeant Hau Hang for his conduct and ability in respect to the capture, and remarked that this was not the first time he had to speak of that very excellent police officer.

Accused were each sentenced to six months' imprisonment.

OPIUM HOUSES AT SHANGHAI.

Sir E. Grey, having been asked by Mr. H. Law in the House of Commons whether he has any official information to the effect that 700 opium houses in the native city of Shanghai had been closed, but that similar houses in the foreign settlements to the number of 1,920 remain open, and if so, will he say what the ground of the distinction is, and whether he proposes to take any steps in the matter, says:—

The reply to the first part of the question is the negative. According to the latest information received, discussions are still proceeding among the Chinese authorities as to the practical steps that should be taken in the native city, and meanwhile no action is being taken in the foreign settlements. The foreign municipal authorities have, however, stated their intention to support to the full extent of their power any practical measures that may be taken by the Chinese authorities. I have asked to be kept informed of any progress in the matter.

THE SWATOW RISING.

RECORDINGS IN HONGKONG.

The extradition proceedings at the Magistrate's Court before Mr. F. A. Hasland have assumed an important aspect. The Chinese Government applied for the extradition of Ku Kiu Shing on a charge of armed robbery. Mr. Morrell, Crown Solicitor, is appearing in support of the application, while Sir Henry Berkeley, instructed by Mr. Otto Kong Sing, appeared for the defendant.

The examination of the defendant on Monday was to the effect that the Chinese Government wanted the defendant because he was concerned in the recent rising near Swatow, and as is known the British Government, according to the Tientsin Treaty, is not bound to extradite any political offender.

Sir Henry Berkeley yesterday asked that his objection might be noted to the fact that he asked specifically that the defendant be warned that he was not bound to answer any question which would tend to show that he was implicated in the organisation in Hongkong of the rebellion in Swatow.

His Worship held that it was only necessary to warn defendant that he was not bound to answer any question which might incriminate himself.

Mr. Morrell—How long is it since this organisation was formed?—Since the Government ceased to take an interest in the people.

When did you start the organisation?—About three or four months ago.

How many did you have in the army or whatever you called it?—Do you wish me to incriminate these men?

Don't give the names—Over 4000 men.

How much did you pay them per day?—There were no wages given in a case like this. We all fight with one heart to gain one object. It only costs 100 cash per day for food.

Where did you get the money?—From the members of the Reform Party.

What part did you take in the organisation?—I reported about the rice to the Reform Party and on their advice got up this rebellion.

I was in charge of the banners and the arms and ammunition. The leader was in charge of all the money matters.

His Worship—If there is any danger of this man being prosecuted I have no objection to granting a short postponement for you to see your client and advise him.

Mr. Morrell—I have no objection.

His Worship (to Sir Henry)—You can take him outside and I will lend you the interpreter. Sir Henry—Thank you.

After consultation, the parties returned to court.

Mr. Morrell renewed his examination. In your examination you said the rebellion was due to the rice being dear and scarce in that part?—Yes, I did say so but that was not the only thing. It was on account of the excessive taxation.

You said the mandarins would take no steps to make the rice any cheaper?—Yes.

Wasn't this rebellion simply against the mandarins of the Chiu-chow district?—This rebellion was against the mandarins of Chiu-chow, but we are against the whole Chinese Government.

Do you remember saying in examination that the mandarins knew well the laws and duties placed upon them?—Yes.

Suppose the laws were carried out.

Sir Henry Berkeley—What is the use of putting suppositions questions?

His Worship allowed the question.

Suppose the mandarins had carried out the duties imposed upon them, I suppose there would have been no rebellion?—We belong to the Reform Party. The Reform Party would attack any part of China or any mandarin who does not do his duty or who treats the people harshly.

If the mandarins had done their duty, they would not have been attacked?—Most decidedly not. If they were honest in their dealings we would have been honest with them.

Continuing, witness said there was no just law in China yet. The custom had always been possible. This custom has existed ever since China was China.

Are you dissatisfied with the Emperor of China?—If the Emperor acts justly I am satisfied.

Are you content with the present laws of China?—I can't read, and therefore I must go upon what I am told.

Therefore you don't know the law and you don't know whether you are satisfied or not?—Why not? People inform me and I know the law.

Sir Henry Berkeley—Who knows the law of England?—Very few people know the law of England.

Are you content with the laws of China as they are interpreted to you?—What a question! That is the reason why we have this Reform Party.

Who is the head of the Reform Party?—I shall not tell you that.

Mr. Morrell—It is not you?

Sir Henry Berkeley—He is not bound to answer.

Mr. Morrell—He has already said Sun Yat Sen.

His Worship—I don't think you ought to press the man.

Mr. Morrell—Did the man you said yesterday was the head of the Reform Party know any thing about it?—Whether he knows or knows not I am not going to tell you.

I suggest to you that this riot was simply because the price of rice was high, and to take vengeance on the local mandarins for not doing their duty?—It was the rice that drove us to it but that was not the only thing.

In this rebellion you had no idea but to punish the local mandarins?—Yes.

HONGKONG GYMKHANA CLUB.

THE PROGRAMME OF THE FOURTH MEETING TO BE HELD AT THE HAPPY VALLEY, ON SATURDAY, 31st AUGUST, IS AS FOLLOWS:—

1.—4 P.M.—THREE QUARTERS OF A MILE FLAT RACE. HANDICAP.—For all China Ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st Prize: A Cup presented. 2nd Prize: \$25. (Entrance fees to go to winner.)

1.—Mr. Brutton's g. Kingston ... 154

2.—Mr. Dryadust's g. Grey Tick ... 153

3.—Mr. E. S. Moore's g. Of Chance ... 147

4.—Mr. Godfrey Master's g. d. Astral (late ... 156

5.—Mr. A. Morley's g. Southdown ... 149

6.—Mr. Robert's g. Velocity ... 144

7.—Mr. C. H. Ross's g. Ben Eion ... 153

8.—4.20 P.M.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile. For all China Ponies. Catch weights at 10 st. 5 lb. Winners of an open race of open Griffin race 5 lb. extra. Non-winning Subscription Griffin race 5 lb. extra. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. To be won by the pony scoring most marks in the races for the cup, counting 4 points for a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumulate up to 15 lb. Entrance fee of \$5 to go in the purchase of a membership to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a cup will be presented by Commodore R. H. S. Stokes, R.N., to the owner of the pony obtaining the second highest number of marks.

1.—Mr. Dryadust's g. Cocobum ... 161

2.—Do ... b. Grey Tick ... 141

3.—Mr. E. S. Moore's g. W. Manchurian ... 146

4.—Mr. Godfrey Master's g. d. Blue Nile ... 154

5.—4.40 P.M.—L. DIES NOMINATION—COSTUME RACE.—About 200 yards round a post and in. Ladies to provide the costumes. Prize for the first man in. Prize for best costume, adjudged by a Sub-committee, to be adjudged by the Committee of the Gymkhana Club. Entrance fee \$3. Prizes presented by the Club.

1.—Mr. W. G. Clarke nominated by Mrs. Bosley ... 161

2.—Mr. W. J. Daniel ... Mrs. Bailey

3.—Mr. W. S. Dupree ... Mrs. Siedman

4.—Mr. H. B. L. Downbiggin ... Mrs. Siedman

5.—Mr. G. Marshall ... Mrs. G. C. C. Master

6.—Mr. G. C. C. Master ... Mrs. G. C. C. Master

7.—Mr. F. H. May ... Mrs. Macfarlane

8.—Mr. A. G. Roberts ... Mrs. Macfarlane

9.—Mr. T. C. Vernon ... Miss Layton

10.—5.20 P.M.—JUMPING COMPETITION.—Open to all China Ponies. To be ridden by members of the Gymkhana Club or Officers of the Army or Navy. Three heights over a bar. Each competitor allowed one run at each height. Entrance fee \$5. 1st Prize presented. 2nd Prize: \$25.

1.—Mr. Brutton's g. Kingston ... 154

2.—Do ... b. Grey Tick ... 141

3.—Mr. W. J. Daniel's ... Sangreus

4.—The Hon. Mr. W. J. Greenough's ... Mas

5.—Mr. G. C. M. xon's ... Box

6.—Mr. Bosley's ... Beaufort

7.—Do ... Minch

8.—Mr. C. H. Ross's ... Ben Wyvis

9.—Mr. Sherlock's ... Dublin

10.—5.45 P.M.—TENT PITCHING CHALLENGE CUP.—Presented by His Excellency Major-General Brucewood, C.B. For China Ponies. To be run for five times and to be won by the rider scoring most marks at the end of the season. Best of three runs at each meeting. Points for pace and style. Open to members of both services as well as to members of the Gymkhana Club. Winners of this event at first two Gymkhana seasons to count marks scored by them at this meeting towards aggregate only. Memento presented to the highest number exclusive of winners at the first two Gymkhana meetings this season. Entrance fee \$3. A memento presented to the 1st and 2nd. Post Entries.

1.—6.15 P.M.—WELTER RACE.—Half a mile. For all China Ponies passed as such by the Committee of the Gymkhana Club. To be ridden by riders who have never ridden in an official race in Hongkong or China. Catch weights over 12 st. 7 lb. Riders to stand not less than 11 st. 7 lb. in riding riding breeches, boots, gaiters and shirts. Open to members of the Jockey Club and members of both services as well as to members of the Gymkhana Club. Entrance fee \$5. 1st Prize: A Cup presented. 2nd Prize: \$25.

1.—Mr. W. J. Daniel's ... Mas

2.—Messrs. Goldring & Reed's ... Highland Bonnet

3.—Mr. E. S. Moore's ... Minch

4.—Mr. E. S. Moore's ... Quickwand

5.—6.25 P.M.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China Ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st Prize: A Cup presented by Messrs. Bollinger. 2nd Prize: \$25. (Entrance fees to go to winner.)

1.—Mr. Brutton's g. Septimus ... 154

2.—Mr. Dryadust's g. Of Chance ... 153

3.—Do ... b. Grey Tick ... 152

4.—Mr. E. S. Moore's g. W. Manchurian ... 146

5.—Mr. Godfrey Master's g. d. Astral ... 154

6.—Do ... g. d. Blue Nile ... 156

7.—Mr. F. H. May's g. Highland Heather ... 150

8.—Mr. E. S. Moore's g. Nigel ... 146

9.—Mr. Robert's g. Velocity ... 144

10.—Mr. Robert's g. Beaufort ... 144

11.—Mr. C. H. Ross's g. Ben Eion ... 152

12.—Mr. C. H. Ross's g. Ben Eion ... 152

13.—Mr. C. H. Ross's g. Ben Eion ... 152

14.—Mr. C. H. Ross's g. Ben Eion ... 152

15.—Mr. C. H. Ross's g. Ben Eion ... 152

16.—Mr. C. H. Ross's g. Ben Eion ... 152

17.—Mr. C. H. Ross's g. Ben Eion ... 152

18.—Mr. C. H. Ross's g. Ben Eion ... 152

19.—Mr. C. H. Ross's g. Ben Eion ... 152

20.—Mr. C. H. Ross's g. Ben Eion ... 152

21.—Mr. C. H. Ross's g. Ben Eion ... 152

22.—Mr. C. H. Ross's g. Ben Eion ... 152

23.—Mr. C. H. Ross's g. Ben Eion ... 152

24.—Mr. C. H. Ross's g. Ben Eion ... 152

25.—Mr. C. H. Ross's g. Ben Eion ... 152

26.—Mr. C. H. Ross's g. Ben Eion ... 152

27.—Mr. C. H. Ross's g. Ben Eion ... 152

28.—Mr. C. H. Ross's g. Ben Eion ... 152

29.—Mr. C. H. Ross's g. Ben Eion ... 152

30.—Mr. C. H. Ross's g. Ben Eion ... 152

31.—Mr. C. H. Ross's g. Ben Eion ... 152

32.—Mr. C. H. Ross's g. Ben Eion ... 152

33.—Mr. C. H. Ross's g. Ben Eion ... 152

34.—Mr. C. H. Ross's g. Ben Eion ... 152

35.—Mr. C. H. Ross's g. Ben Eion ... 152

36.—Mr. C. H. Ross's g. Ben Eion ... 152

37.—Mr. C. H. Ross's g. Ben Eion ... 152

38.—Mr. C. H. Ross's g. Ben Eion ... 152

39.—Mr. C. H. Ross's g. Ben Eion ... 152

40.—Mr. C. H. Ross's g. Ben Eion ... 152

41.—Mr. C. H. Ross's g. Ben Eion ... 152

42.—Mr. C. H. Ross's g. Ben Eion ... 152

43.—Mr. C. H. Ross's g. Ben Eion ... 152

44.—Mr. C. H. Ross's g. Ben Eion ... 152

45.—Mr. C. H. Ross's g. Ben Eion ... 152

46.—Mr. C. H. Ross's g. Ben Eion ... 152

47.—Mr. C. H. Ross's g. Ben Eion ... 152

48.—Mr. C. H. Ross's g. Ben Eion ... 152

49.—Mr. C. H. Ross's g. Ben Eion ... 152

50.—Mr. C. H. Ross's g. Ben Eion ... 152

51.—Mr. C. H. Ross's g. Ben Eion ... 152

52.—Mr. C. H. Ross's g. Ben Eion ... 152

53.—Mr. C. H. Ross's g. Ben Eion ... 152

54.—Mr. C. H. Ross's g. Ben Eion ... 152

55.—Mr. C. H. Ross's g. Ben Eion ... 152

56.—Mr. C. H. Ross's g. Ben Eion ... 152

57.—Mr. C. H. Ross's g. Ben Eion ... 152

58.—Mr. C. H. Ross's g. Ben Eion ... 152

59.—Mr. C. H. Ross's g. Ben Eion ... 152

60.—Mr. C. H. Ross's g. Ben Eion ... 152

61.—Mr. C. H. Ross's g. Ben Eion ... 152

62.—Mr. C. H. Ross's g. Ben Eion ... 152

63.—Mr. C. H. Ross's g. Ben Eion ... 152

64.—Mr. C. H. Ross's g. Ben Eion ... 152

65.—Mr. C. H. Ross's g. Ben Eion ... 152

66.—Mr. C. H. Ross's g. Ben Eion ... 152

67.—Mr. C. H. Ross's g. Ben Eion ... 152

68.—Mr. C. H. Ross's g. Ben Eion ... 152

WHEN HONGKONG WAS YOUNG.

Captain John Fitzgerald, Royal Navy, whose death is reported to have taken place at Hants, recently entered the service at the time of the war with Russia. As a mate he navigated to China in 1857 the "Starling," which was the first gunboat to arrive in Chinese waters at the outbreak of hostilities. He took part in the operations in the Canton River, including the attack and destruction of war junks in Escapade Creek, the affair in Swatow Channel, the action at Fatsan, and the bombardment and capture of Canton. While on shore with a party and posting proclamations outside the city walls under a flag of truce, he was attacked by the garrison of Canton, and narrowly escaped capture, subsequently taking part in the capture of the place. In 1858 he was engaged in the gunboat against pirates in Deep Bay, and participated in the destruction of their strongholds, capturing two heavily-armed junks and taking many prisoners. For these services he was mentioned in despatches on three occasions. He was specially thanked by the Governor in Hongkong for the destruction of the pirates and received the China medal with clasps for Canton and Fatsan. In 1861 he was made a second master, and two years later master, and in these posts served in several vessels both on the home and on foreign stations. Having passed the examination which qualified him to take charge of any first-class ship, he was promoted to staff commander in 1874, and retired in 1877. Among his services also he took part in one of the Kafir wars. After his retirement from the Navy, Captain Fitzgerald was appointed the captain of the dockmaster at Gloucester, subsequently becoming chief harbour master and sub-commissioner of pilots at Barrow-in-Furness, and a harbour master for the Port of London, a position which he relinquished recently.

WORSE THAN ATHEISM.

REV. R. J. CAMPBELL AND ORGANISED CHRISTIANITY.

The Rev. R. J. Campbell, at the City Temple last month, delivered a sweeping indictment against organised Christianity. Orthodox Christianity, he said, was false to religion. Russia was purging out of its life-blood in violence and oppression which the Church dressed in the garments of sanctity. Oppression in the Congo was probably the worst and the most blood in the world's history, and yet Rome and Roman priests kept silence, living upon the gold which such oppression brought in a material form which magnified as sanctity.

"It is my belief that the day of the official priest is over. We are getting back to first principles, and the seed of life is no longer organised Christianity."

Protestantism was just as dramatic as Catholicism, and materialism and atheism were far less dangerous than dogma.

"The Church of to-day," he continued, "has betrayed Christ. Dogma is one poisonous lie tending to foster selfishness, and Christianity has nothing more to fight than selfishness, and nothing more to preach than love."

IMPORTANT MEMORIAL BY YUAN SHIH-KAI.

Viceroy Yuan Shih-kai has memorialized the Emperor, the advisability of despatching specially to study the constitution of these two countries, as the same models are suitable to China. Japan sent Marquis Ito to Europe and America to study constitutions for nine years before compiling the seventy-six articles of the Japanese constitution. The Viceroy also urges that the Imperial princes and dukes should proceed to England and Germany to study the political sciences or military affairs with the political sciences or military affairs with the scholar, and another a two or three servants, and foreign learning and two or three servants, and they shall live quietly in the said countries, in recognition as middle class gentry solely devoting themselves to their study. There might be objection to this proposal on the plea that there is danger of revolutionaries attempting the life of the Prince and Dukes but as Duke Tsi Tse, though when leaving Peking there was bomb explosion, yet returned to China after travelling round various countries abroad safe and sound, and moreover in England and Germany the police system is so complete that it is not necessary to fear any danger, etc.

PIFFLE AND HYPOCRISY.

AN OUTSPOKEN LABOUR MEMBER.

Mr. Peto Curran, M.P., speaking last month at a demonstration of the Gasworkers and General Labourers' Union, at Edmonton, said that for piffle, organised hypocrisy, waste of time, and disorganised methods, he did not know an assembly to beat the British House of Commons.

If the workers did not return sufficient men to that House to revolutionise the procedure, they would never get anything useful done there. Things were increased from 32 to 20. Labour members were increased from 32 to 20. Now the Tory aristocrats and the Liberal returned men were put up to keep the talking-machine going. At ten o'clock they came walking in in evening dress some of them sober, and some of them otherwise, and then from ten o'clock until three in the morning members danced about the lobbies.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 27th at 12.15 p.m.—The barometer has risen slightly in 8 p.m., and fallen a little over 8. China and the Philippines. Pressure remains low, about 0.3 inch below the normal, over S. Japan and the Loochoos, and it is still in defect by 0.1 inch and upwards on the China coast. Pressure is highest and normal over the S. Philippines.

Moderate N.W. winds are indicated in the Formosa Channel, and moderate W. to S.W. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

W. to S.W. winds, moderate; fine.

N.W. winds, moderate.

South coast of China between ... Same as No. 1.

Hongkong and Loochoos ... Same as No. 1.

South coast of China between ... Same as No. 1.

Hongkong and Hainan ... Same as No. 1.

THE NEW BATTLESHIPS.

The following extract from the Times arrived fortuitously with our telegram announcing the launch of the "Temeraire":—

To-day, at Portsmouth, the "Dreadnought," the second British battleship of the Dreadnought type to be put into the water, will be launched, and named by Princess Henry of Battenberg, with the usual religious and other ceremonies prescribed by the custom of the sea. A third ship of the same type, the "Temeraire," will be launched at Devonport on August 24, and named by Lady Fortescue. Thus this country will have ahead three of these huge battleships, and one of them actually in commission, at a time when the other European naval powers have none little more than decide to copy the design. The actual position, so far as France is concerned, is that the construction of six vessels of similar type has been authorized, the materials for these ships have been ordered, but it is as yet uncertain whether the keels of any of them have been laid down. In Germany, four similar vessels have been authorized, and the keels of two have been laid down. Russia is more concerned, in that the construction of six vessels of similar type has been authorized, the materials for these ships have been ordered, but it is as yet uncertain whether the keels of any of them have been laid down. In Germany, four similar vessels have been authorized, and the keels of two have been laid down. Russia is more concerned, in that the construction of six vessels of similar type has been authorized, the materials for these ships have been ordered, but it is as yet uncertain whether the keels of any of them have been laid down.

The "Dreadnought," like the "Temeraire" and "Superb," which is building at Elswick, is to be of the displacement of 18,000 tons, or 700 tons more than the "Dreadnought," the additional tonnage being, it is understood, distributed partly in weight of hull and partly in armament. In general design, however, these vessels follow closely that of the "Dreadnought," although the experience gained in the trial of the latter vessel has been utilized both for improvement in methods of construction and in several important features which have not yet been made public. As in the case of other ships of novel design, particularly when provided with a new type of engine, a considerable difference of opinion prevails among engineers as to the form of screw propeller likely to give the best results. Sir William White, at the conference of Civil Engineers recently, referred to this matter, reminding those present that the turbine-propeller was the latest invention, and that some advantage, therefore, should be made for the comparatively small experience with turbine-driven screws. It must be recalled that for over half a century various types of propellers have been tried with reciprocating engines, and yet engineers differ as to which design is the best. The turbine has been under trial for scarcely a fifth of that time, it should not, then, be a cause for surprise, much less for alarm, if the authorities should desire to try several kinds of screw propeller in the "Dreadnought," hoping that with the experience thus gained the most efficient form may be discovered. Similarly, a constant advance in the improvement of ordnance has been maintained, and it is likely that a more suitable gun for the anti-torpedo defence armament has been found in the 12-inch, and that as this weapon will take the place of the 12-pounder of the "Dreadnought," some alteration in the disposition of this battery will follow. The disposition of the guns in the "Dreadnought" will not be altered, but the quarter deck—the centre one, indeed, of those arranged in the middle line of the ship. The guns in this turret are masked by the after turret for a right-angle fire, and in order to remedy this the turret can be raised until on the same level as that which is on the forecastle. This change will have the effect of improving the right-angle fire, as well as give these guns a wider arc of fire on the beam. It is possible, also, that part of the increased displacement may be used for an increase of defensive armour, but no official information has been disclosed on this point. It may be assumed, however, that, whatever difference is made, nothing will be permitted to affect the design in a manner prejudicial to the homogeneity of the fleet in which it is intended that all the British Dreadnoughts shall operate together.

The fact that a ship has been launched and her hull placed in the water does not, as experience

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Code: A.B.O., 5th Ed. Listers.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

TO BE LET—FURNISHED.

A SEVEN-ROOMED HOUSE on Barker Road.

THE COTTAGE, Barker Road—Furnished. Apply to DENISON RAM & GIBB, Hongkong, 28th August, 1907. 1420

HONGKONG GYMNASIA CLUB.

THE FOURTH MEETING of the Season will be held at the Happy Valley, on SATURDAY, 31st August, 1907, commencing at 4 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform half price. The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for event No. 5.

REGINALD E. C. MASTER, Hon. Secretary and Treasurer, Hongkong, 27th August, 1907. 1418

YUET HAN RAILWAY CO., LTD.

TENDERS are invited for the SUPPLY of 50,000 (Fifty Thousand) AUSTRALIAN HARD WOOD SLEEPERS composed of:

MURRAY RED GUM
RED MAHOGANY
WHITE
GREY BOX
TALLOW WOOD
BLACK BUTT
WHITE STRINGY BARK
RED
TURPENTINE
BLUE GUM

All in equal proportional quantities.

Size of Sleepers: 8 ft. long by 9 in. wide by 5 in. thick.

Price in Hongkong currency C.I.F. Wong Shu Railway Wharf, Canton.

Delivery to be completed at the end of February 1908. Tenders to be opened in the Railway Co.'s Head Office, Canton, Monday, the 14th October, 1907 at 2 p.m.

All Sleepers must be accompanied by a Government Certificate.

All Tenders must be accompanied with 500 dollars.

The right to accept or reject any or all of the Tenders is reserved.

THE KWONGTUNG MERCANTILE ADMINISTRATION OF THE YUET HAN RAILWAY CO., LTD.

Canton, 28th August, 1907. 1413

LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HATCHING."

Captain A. E. Hodgins, will be despatched for the above Ports on FRIDAY, the 30th inst., at 2 p.m.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., General Managers, Hongkong, 27th August, 1907. 1417

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH."

Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Tuesday, the 27th inst., at 11 a.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Sept. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Sept. at 9.30 a.m.

All Claims must reach us before the 6th September, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 27th August, 1907. 5

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI."

Captain Callington, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 2nd September, at 8 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., General Agents, Hongkong, 27th August, 1907. 1419

INTIMATIONS

NIPPON YUSEN KAISHA

BY authority of the Board of Directors, the undersigned has to-day assumed Charge of the Company's business, at this Port, vice Mr. A. S. MURRAY transferred to New York.

T. KUSUMOTO, Manager.

Hongkong, 26th August, 1907. 1408

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

THE SETTLEMENTS This Month (August) will take place on FRIDAY next, the 30th instant.

E. J. MOSES, Hon. Secretary, Hongkong, 27th August, 1907. 1410

NOTICE.

THE UNDERSIGNED, having Tendered their Resignation, beg to inform the Public in General that they will cease from SATURDAY, the 31st instant, to be the Agents in this Colony of the AGENCIA DO BANCO NACIONAL ULTRAMARINO, Banco Nacional Ultramarino, Lisbon.

ROZARIO & CO., Hongkong, 22nd August, 1907. 1379

BANCO NACIONAL ULTRAMARINO.

THE Agency of the above Bank in Hongkong will from the 1st of September, 1907, be transferred to Messrs. ARRATON V. APCAR & CO., in the place and stead of Messrs. ROZARIO & Co.

Dated the 21st August, 1907.

O Gerente da Agencia

DO BANCO NACIONAL ULTRAMARINO, JOAQUIM L. C. GOMES.

NOTICE.

BILLS for all Monies due by me should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.

J. W. OSBORNE, Hongkong, 15th July, 1907. 1418

NOW READY.

OUR WINES AND SPIRITS PRICE LIST, will be forwarded on application. In it will be found everything to suit the tastes of consumers.

QUALITY AND PRICE ARE OUR CHIEF AIM.

H. RUTTENBERG & SON, Wine & Spirit Merchants, No. 5, D'Aguiar Street, Hongkong, 22nd August, 1907. 1381

COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that MUSKETRY FIELD PRACTICES will be held on FRIDAY, MONDAY, the 29th instant, until FRIDAY, the 30th inst., inclusive, commencing at 7.30 a.m., and finishing at Noon, from the South-West corner of Victoria Park.

F. H. MAY, Colonial Secretary, Hongkong, 21st August, 1907. 1387

HONGKONG VOLUNTEER CORPS.

IT is proposed to form an Infantry Company with a Detachment of Cyclists. All who are desirous of joining are requested to apply personally at the VOLUNTEER HEADQUARTERS, morning or afternoon.

A. J. THOMPSON, Captain, Staff Officer H.K.V.C., Hongkong, 27th July, 1907. 1295

BEKENDTGOERSE.

DET danske Konsulat i Hongkong beklæder hermed alle Vedkommendes Opmærksomhed paa, at Danske, der den 7 de April 1908, og de efter, have haft Hjemsted udenfor Danmark i 10 Aar, udsætte sig for at tabe deres danske Indførsel, medmindre de overenskomme med Reglerne i Lov af 19 de Marts 1898's 7-afsnit. Erklæring om Forbehold af danske Ret.

Hongkong den 25 August 1907.

ARMIN HAUPT, Kongelig dansk Konsul.

FRENCH CLASS FOR LADIES.

COMMENCING in September (afternoons). Further information on application to C. B., Care of "Daily Press" Office, Hongkong, 12th August, 1907. 1330

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—B. R., Care of "Daily Press" Office, Hongkong, 13th November, 1906. 1343

DO YOU WANT TO LEARN SHORTHAND?

PITMANIC—(GRAHAM and MUNSON Contractions).

HORATIO C. POLLOCK & Co., Court Reporter.

OPENS A NIGHT SCHOOL.

On September 1st.

Apply CONNAUGHT HOTEL, Hongkong, 20th August, 1907. 1371

WEI HAI WAI SCHOOL.

AN ENGLISH SCHOOL in a British Colony, favoured with a "Magnificent Climate." Preparation by experienced and qualified teachers for Entrance to School in England, or for commercial life in the East. New School House by the sea. Recreations—Sea Bathing, Boating, Cricket, Football, etc.

HERBERT L. BEER, L.C.P., Head Master.

OWEN LLOYD JONES, Assistant Master, (Undergraduate, London and Oxford.) Hongkong, 23rd August, 1907. 1388

PUBLIC COMPANIES

H. PRICE & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of Shareholders of this Company will be held in the Office of the Company, 12, Queen's Road Central on WEDNESDAY, the 4th September, 1907, at 3 p.m.

By Order of the Board of Directors, Dated this 26th day of August, 1907.

A. E. ROBINSON, Manager.

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip Certificate No. 3, marked Wong bearing date, the 27th March 1899, for Five Shares numbered 3448/3450 and registered in this Company in the name of HO POON-SHEK of Hongkong has been LOST and if at the expiration of Two Months from the date hereof the above document be not forthcoming, a New Scrip Certificate will be issued to the said Mr. HO POON-SHEK and thereafter no other scrip will be acknowledged by this Company.

Dated the 12th day of August, 1907.

THE TUNG ON FIRE INSURANCE COMPANY, LIMITED.

Tong Tze Sau, Secretary.

INSURANCES

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1906, £17,897,119.

1. AUTHORIZED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, 2,750,000

PAID-UP CAPITAL, 687,500 0 0

11. FUND FUNDS, 3,836,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents, Hongkong, 27th April, 1907. 1491

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co., Hongkong, 13th August 1906. 28

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROECKELMANN & Co., Agents, Hongkong, 21st April, 1907. 114

HONGKONG BUSINESS DIRECTORY.

AUCTIONEER.

Sales rendered and settlement effected promptly. No. 84, Queen's Road Central, Hongkong.

BOOKBINDING.

"DAILY PRESS" OFFICE.

The only office in China having European taught workmen. Equal to Home work.

IRON MERCHANTS.

RINGTON & CO., Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents, 35 & 37, Hing Loong Street, (1st Street West of Central Market), Telephone No. 515.

PHOTOGRAPHER.

M. MUMFAY, JAPANESE ARTIST. Bromide and Grayton. Enlargements and also colouring Photos and relief Photos. Views of China and Manchu. Work done for Amateurs; No. 84, Queen's Road Central.

Good Panorama Views of Hongkong, recently taken, on sale.

PRINTING.

"DAILY PRESS" OFFICE. Proofs read by Englishmen.

TYPEWRITERS.

F. A. V. RIBEIRO, Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. Late of the Hongkong Typewriting Bureau, 84, Queen's Road Central (First-floor).

OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED have always in stock a supply of the above in all sizes. Prices may be obtained on application.

Hongkong, 26th July, 1907. 1253

PHOTOGRAPHY.

OWNERS of Rollfilm Cameras will be interested in NON CURLING SINGLE LEAF-ROLL FILMS.

No more waiting till all the films of one spool are developed.

Each film can be removed and developed separately.

Now kept in stock: size 3 1/2 to 4 1/2 by 10 1/2 in. Spools of 12 films cost \$1.50 postage paid.

Send money (postage stamps) with order to E. A. ROSS, Swatow.

All other sizes will be ordered on application. 1364

IRON MERCHANTS.

E. HING & Co.

Ship Plates, Pig-Iron, Coke and General Merchants. No. 25, Wing Wo Street (Lane from 171, Queen's Road to 168, Des Vaux Road Central) Telephone No. 413. Hongkong, 1st March, 1907. 478

AUCTIONS

PUBLIC AUCTION

THE Undersigned have received instructions from the OFFICIAL ADMINISTRATOR, to Sell by Public Auction, For account of the Estates of the late H. H. JUST, A. J. BOWDEN, J. WANDRAK and P. J. BLICK, deceased.

TO-DAY (WEDNESDAY), the 28th August, 1907, at 11 a.m. at their Sales Rooms, No. 8, Des Vaux Road, Corner of Lee House Street.

THE GOODS AND CHATTELS belonging to the above Estates.

Terms—As usual.

HUGHES & HUGH, Government Auctioneers, Hongkong, 27th August, 1907. 1412

PUBLIC AUCTION.

THE Undersigned have received instructions from H.M.'s NAVAL STORE OFFICER, to sell by Public Auction.

On THURSDAY, the 12th September, 1907, at 11 a.m. at the Naval Yard.

THE FOLLOWING:—

"SOLENT"

Length over all 100 feet.

Breadth 17 1/2 feet.

Load Displacement 150 tons.

Built by Cox & Co., Falmouth, 1835.

Propelling Machinery—one set of surface condensing compound engines.

Fitted with steam capstan and winch, crane derrick and steam training engines.

3 bladed gun-metal propeller, &c., &c.

This vessel to be sold as she now lies in the Naval Yard Canton.

The Admiralty will not be responsible for any errors in the foregoing description.

The vessel will be open to inspection for seven days before date of sale between 9 a.m. and noon (at day and Sunday excepted).

Inspecting orders can be obtained from the Auctioneers.

Terms—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale.

HUGHES & HUGH, Government Auctioneers, Hongkong, 24th August, 1907. 1397

FOR SALE

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS.

ASIATIC STAMPS. MIXED STAMPS.

100 for \$0.80 500 for \$3.00

150 " 1.75 1000 " 10.00

200 " 3.50 1500 " 25.00

250 " 5.75 2000 " 35.00

275 " 8.00 3000 " 95.00

Also Stamps in bags, sets, &c., &c.

ARTISTIC PICTORIAL POSTCARDS & all other Philatelic Goods. Inspection invited.

GRACA & CO., Hongkong Hotel Corridor, CANTON.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 32 at PRAYA EAST. Approximate AREA 45,000 SQUARE FEET. 300 YEARS' LEASE.

For Particulars, apply to

GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. 1108

ON SALE.

THE DIRECTORY AND CHRONICLE FOR 1907.

Complete Edition ... \$10.00

Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 26th July 1907.

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中甲午十五

FROM 1st JANUARY, 1861 TO 31st DECEMBER 1913, BEING FROM THE 1st YEAR OF THE 76th CYCLE TO THE 50th YEAR OF THE 76th CYCLE, THAT IS THE 3rd YEAR OF TONG CHI TO THE 30th YEAR OF KWONG SUI.

PRICE \$2 CASH.

On Sale at the Hongkong "Daily Press" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906. 1841

SHIPPING.

ARRIVALS.
AMARA, British str., 1,654, C. J. Matlock, 26th August—Swatow 25th August, Ballast—Jardine, Matheson & Co.
CHANG CHUW, British str., 1,214, Russell, 27th August—Singapore 20th August, General—Chinese.
CHOWTAT, German str., 1,115, W. Möller, 27th August—Bangkok 16th August, Rice and Teakwood—Butterfield & Swire.
INDRAVILLA, British str., 3,788, S. Collington, 27th August—New York 30th June and Singapore 25th August, General—Shewan, Tomes & Co.
PRINZ HEINRICH, German str., 3,902, Paul Grosch, 28th August—Hamburg 18th July and Singapore 22nd Aug., Mails & General—Melchers & Co.
P. E. LUTHER, German str., 3,920, H. Kirchner, 27th August—Shanghai 23rd and Poochow 26th August, General—Melchers & Co.
SHAOHSING, British str., 3,905, W. McIntosh, 27th August—Shanghai 23rd Aug., General—Butterfield & Swire.

CLEARANCES
 At the Harbour Master's Office.
 27th August.
Changchou, British str., for Amoy.
Kuichow, British str., for Haiphong.
Kuichow, British str., for Tientsin.
Shaohsing, British str., for Canton.

DEPARTURES.
 28th August.
ANGKOR, German str., for Bangkok.
AUSTRIA, Austrian str., for Singapore.
DAGBY, Norwegian str., for Canton.
GREYFALCH, British str., for Amoy.
HAIRUP, British str., for Swatow.
KANG PING, Chinese str., for Haiphong.
KINJUCU, British str., for Singapore.
LUBRICA, German str., for Shanghai.
MATHILDE, German str., for Hoibow.
MEETOO, Chinese str., for Canton.
NANSANG, British str., for Shanghai.
PRINZ HEINRICH, German str., for Shanghai.
SHOCHU MARU, Japanese str., for Swatow.
SIKH, British str., for Shanghai.
SOCOTRA, British str., for Kobe.
TAMING, British str., for Manila.

SHIPPING REPORTS.
 The British str. **Amara** reports: Fresh S. W. wind, clear weather.
 The British str. **Shaohsing** reports: Moderate to fresh S. W. wind & S. E. swell, clear weather.

VESSELS IN DOCK.
 August 27th.
ABERDEEN DOCKS.—Carl Dietrichsen.
KOWLOON DOCKS.—Vigilante, Hailan.
COSMOPOLITAN DOCKS.—Ascot.

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, VIA JAPAN PORTS (Kobe, Yokohama, &c.)
 With option to Call at Mexican and other Coast Ports.
 Steamers Tons To Sail
"GLENFAR" 3,500 Noon 30th Aug.
"KASATO MARU" 6,100 Mid. of October.
 Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager, York Building.
 Hongkong, 27th August, 1907. 10
 EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 Calling at Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EASTERN."
 Capt. McArthur, will be despatched as above on SATURDAY, the 31st inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & Co., Agents.
 Hongkong, 27th August, 1907. 1314

COMPAGNIE DES MESSAGERIES MARITIMES.
 For SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship
"AUSTRALIEN."
 Captain Verron, will be despatched for the above Ports on or about MONDAY, the 2nd September.
 For Freight or Passage, apply to
 G. DE CHAMPEAUX, Agents.
 Hongkong, 27th August, 1907. 2
 CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.
 For SALINA CRUZ, MEXICO.

THE Steamship

"DAFNE."
 Capt. E. Schipper, will be despatched for the above Ports via Kuchinotzu, JAPAN, on THURSDAY, the 5th September, at 5 P.M.
 For Freight or Passage, apply to
 CHINA COMMERCIAL S.S. CO., LTD., Hotel Mansions.
 Hongkong, 27th August, 1907. 1413

FOR VLADIVOSTOCK.
THE Steamship
"VINE BRANCH."
 will be despatched as above on or about 10th September.
 For Freight and further particulars, apply to
 DODWELL & CO., LTD., Agents.
 Hongkong, 27th August, 1907. 1303

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "b," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

Sections.

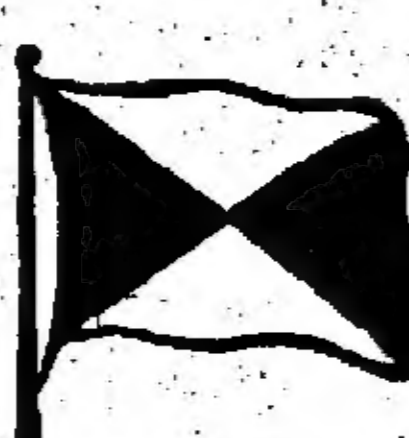
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	MARMORA	Brit. str.	—	G. H. C. Weston, R.N.R.	P. & O. S. N. Co.	On 7th Sept., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 28th inst.
MARSEILLES, &c. & A PORTS OF ALL	POLYNESIE	Freanstr.	—	Brook	MESSAGERIES MARITIMES.	On 3rd Sept., at 1 P.M.
MARSEILLES, HAVRE & COFENHAGEN	TRANQUER	Dan. str.	—	—	MILCHERS & CO.	Middle of September.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	W. Wüstenberg	HAMBURG-AMERIKA LINIE	On 17th September.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON &c.	P. R. LUTHER	Ger. str.	—	H. Kirchner	MILCHERS & CO.	To-morrow, at Noon.
NAPLES, PLYMOUTH, HAVRE & HAMBURG.	HABSBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 4th September.
NEW YORK	SAUTON	Brit. str.	—	—	DODWELL & CO., LTD.	On 7th September.
BUENOS AIRES VIA SINGAPORE, &c.	EXPRESS OF JAPAN	Brit. str.	1 m.	—	DODWELL & CO., LTD.	On 14th September.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	TARTAR	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	To-morrow, at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TRENTON	Am. str.	—	T. W. Garlick	DODWELL & CO., LTD.	On 11th Sept., at Noon.
SALINA CRUZ, MEXICO VIA JAPAN	GLORFANG	Brit. str.	—	E. Schipper	CHINA COMMERCIAL S.S. CO.	On 10th September.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	EASTERN	Aus. str.	—	—	TOTO KISEN KAISHA	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA PORT DARWIN &c.	TAISAN	Brit. str.	1 m.	McArthur	GIBB, LIVINGSTON & CO.	On 31st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	IRINZ SOIGEND.	Ger. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	On 7th Sept., at 4 P.M.
VLADIVOSTOCK	VINE BRANCH	Brit. str.	—	D. Leuz	MILCHERS & CO.	On 12th Sept., at Noon.
YOKOHAMA AND KUBE	CHINGTU	Brit. str.	1 m.	W. B. Brown	DODWELL & CO., LTD.	About 10th Sept.
JAPAN	CHONGKING	Dut. str.	—	Jurriaens	BUTTERFIELD & SWIRE	On 10th Sept., at 4 P.M.
TIENSIN	KWEIYANG	Brit. str.	—	S. J. Payne	JAVA-CHINA-JAPAN L.I.N.	On 31st inst., at 4 P.M.
CHEFOO & NEWCHANG	KANCHOW	Brit. str.	1 m.	Dowson	BUTTERFIELD & SWIRE	On 7th Sept., at 4 P.M.
CHINKIANG	AMARA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI & YOKKAICHI	MANILA	Brit. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	About 30th inst.
SHANGHAI, KOBE & YOKOHAMA	RIENANIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 1st September.
SHANGHAI, KOBE & YOKOHAMA	AUSTRALIAN	Fr. str.	—	Verron	MESSAGERIES MARITIMES.	About 2nd September.
SHANGHAI, KOBE & YOKOHAMA	DELTA	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	About 5th September.
SHANGHAI, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERIKA LINIE	On 14th September.
SWATOW & SHANGHAI	KIRKIANG	Brit. str.	1 m.	H. A. Warrell	BUTTERFIELD & SWIRE	To-day, at Noon.
SWATOW & SHANGHAI	LINAN	Brit. str.	1 m.	Williams	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW, AMOY & POOCHOW	HAICHING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIX & CO.	On 30th inst., at 2 P.M.
SWATOW & SHANGHAI	CHIAOWING	Brit. str.	1 m.	F. D. Northcombe	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
SWATOW, NINGPO & SHANGHAI	CHINKIANG	Brit. str.	1 m.	Robertson	BUTTERFIELD & SWIRE	On 1st Sept., at 10 A.M.
TAMUUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	I. Sakurai	OSAKA SHOSSEN KAISHA	On 30th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO., LD.	On 7th September.
MANILA	ZAFIRO	Brit. str.	—	A. Fraser	SHAWAN, TOMES & CO.	On 3rd Sept., at 4 P.M.
MANILA	RUBI	Brit. str.	—	R. Almond	SHAWAN, TOMES & CO.	About 31st inst., 9 A.M.
CEBU & ILOILO	KAIFONG	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 14th September.
KUDAT & SANDAKAN	BOESSE	Ger. str.	—	F. Semblil	MILCHERS & CO.	On 3rd Sept., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	W. E. Sawyer	JARDINE, MATHESON & CO., LD.	To-morrow, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KIMBANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & CO., LD.	On 3rd Sept., at 3 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TIJODAS	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN L.I.N.	About 4th September.
SOURABAYA (Direct)	SHIBUTORO MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSSEN KAISHA	On 30th inst., at Dlight

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

* SINGAPORE, PENANG & CALCUTTA "ROCKSANG" Thursday, 29th Aug., 3 P.M.
 † SHANGHAI and YOKKAICHI "AMARA" Thursday, 29th Aug., 4 P.M.
 ‡ MANILA "LOONGSANG" Friday, 30th Aug., 4 P.M.
 § TIENSIN "CHEONGSHING" Saturday, 31st Aug., 4 P.M.
 * SINGAPORE, PENANG & CALCUTTA "KUMSANG" Tuesday, 3rd Sept., 3 P.M.
 REDUCED FARES TO STRAITS AND CALCUTTA.
 Hongkong to Singapore 1st Class Single \$ 65. Return \$100
 " " " " " 85. " 150
 " " " " " 165. " 250
 * These Steamers have super or accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
 ‡ For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.
 Hongkong, 28th August, 1907. GENERAL MANAGERS. 18



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 7th September.
RUBI	2540	R. W. Almond	Manila	On 14th September.

For Freight or Passage apply to
 SHEWAN, TOMES & CO., GENERAL MANAGER.
 Hongkong, 26th August, 1907. 15



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to
 SHEWAN TOMES & CO., GENERAL AGENTS.
 Hongkong, 16th August, 1907. 16

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STEAMSHIP	DATE OF SAILING
MARSEILLES, HAVRE, &c.	TRANQUER	Middle of Sept.
COPENHAGEN	—	—

For Further Particulars, apply to
 MELCHERS & CO., AGENTS.
 Hongkong, 21st August, 1907. 9

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are midship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILBIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.
 FOR SHANGHAI, KOBE, YOKOHAMA
 RHENANIA 1st September
 HOHENSTAUFEN 1st October
 SILESIA 2nd November

HOMeward.
 FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG
 HABSBURG 4th September
 RHENANIA 2nd October
 HOHENSTAUFEN 30th October

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:
 RHENANIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 1st Sept.
 SUEVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Sept.
 BRIGAVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 26th Sept.

NEXT SAILINGS HOMeward:
 VIA STRAITS, COLOMBO AND ADEN.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, PORTO, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

HABSBURG ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 4th Sept.
SLAVONIA ... HAVRE & HAMBURG ... 17th Sept.
 * Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amidships. Lighted throughout by electricity. Duly qualified Doctor and stewardesses carried. Laundry on board. 12

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
TRENTON	9,606	T. W. Garlick	On 10th September.
SUEVIA	6,235	W. Shotton	On 1st October.
KUMERIC	6,232	D. Baird	On 15th October.
SHAWMUT	9,606	E. V. Roberts	On 6th November.

‡ Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TRENTON" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to
 DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.
 Hongkong, 28th August, 1907. 7

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, & C. Y. P. MARSEILLES, LONDON, HAVRE, BOERBAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"POLYNESIE"

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 3rd September, at 1 P.M.
 Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.
 Cargo also booked for principal places in Europe.

Next sailings will be as follows:
 S.S. "TOURANE" ... 17th Sept.
 S.S. "AUSTRALIEN" ... 1st Oct.
 S.S. "NERA" ... 15th Oct.
 S.S. "YARRA" ... 2nd Nov.
 S.S. "TUNEST SIMONS" ... 14th Nov.
 S.S. "TUNKIN" ... 20th Nov.
 G. DE CHAMPEAUX, Agent.
 Hongkong, 21st August, 1907. 2

JAVA-CHINA-JAPAN L.I.N.

For BATAVIA, CHERIBON, SAMARANG, SOERABAJA & MACASSAR. Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship

"TIJODAS"

Captain Zwart, will be despatched for the above Ports on or about 4th September.
 For information as to Freight and Passage, apply to the
 Head Agent of the
 JAVA-CHINA-JAPAN L.I.N.
 York Buildings, 1st Floor.
 Hongkong, 28th August, 1907. 1405

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MARMORA"

Capt. G. H. C. Weston, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 7th September at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MARMORA," 4,600 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "MARMORA," due in London on 18th October, 1907. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
 E. A. HEWETT, Superintendent.
 Hongkong, 25th August, 1907. 1

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK
 S.S. "SATSUMA" ... 7th Sept.
 FOR BOSTON AND NEW YORK
 S.S. "GHAEZE" ... 14th Sept.
 † S.S. "SIKH" ... 5th Oct.

† 1st Class Passenger accommodation.
 For Freight and further information, apply to
 DODWELL & CO., LTD., Agents.
 Hongkong, 22nd August, 1907. 1226-1254

DAVID CORSAIR & SON'S

MERCHANT NAVY
 NAVY BOILED
 LONG FLAX
 RELIANCE CROWN
 TARPULING
 ARNOLD KARBBERG & CO.
 Sole Agents

Cutler, Palmer & Co.'s

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SPECIAL BLEND

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MABEILLES	SUNDA Capt. G. M. Montford	About 28th August	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	MANILA Capt. F. E. Andrews, R.N.R.	About 30th August	Freight and Passage.
SHANGHAI	DELTA Capt. C. L. Daniel	About 5th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	MARMORA Capt. G. H. C. Weston, R.N.R.	Noon, 7th Sept.	See Special Advertisement.

For further Particulars, apply to

R. A. HEWETT,
Superintendent.

Hongkong, 26th August, 1907.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STAMERS	TO SAIL	REMARKS
SWATOW and SHANGHAI	"KIUKIANG"	On 28th Aug. Noon	
SWATOW and SHANGHAI	"LINAN"	On 28th Aug. 4 P.M.	
CHINKIANG	"KANGHONG"	On 28th Aug. 4 P.M.	
SWATOW & SHANGHAI	"SHAOHSING"	On 31st Aug. 4 P.M.	
SWATOW, NINGPO and SHANGHAI	"CHINKIANG"	On 31st Aug. 4 P.M.	
CEBU and ILOILO	"KAIFONG"	On 3rd Sept. 4 P.M.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 7th Sept. 4 P.M.	
CHEFOO & NEWCHANG	"KWEIYANG"	On 7th Sept. 4 P.M.	
YOKOHAMA and KOBE	"CHINGFU"	On 10th Sept. 4 P.M.	

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th August, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SOURABAYA (Direct)	"SHIBETORO MARU" Capt. H. YAMAMOTO	FRIDAY, 30th Aug. at Daylight.
TAMSAI VIA SWATOW AND AMOY	"DAIJIN MARU" Capt. I. SAKURAI	SUNDAY 1st Sept. at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong 28th August, 1907.

T. ARIMA, Manager.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
13 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	6,000	THURSDAY, 29th Aug.	16th Sept.	
"TARTAR"	4,425	WEDNESDAY, 11th Sept.	5th Oct.	
"EMPERESS OF CHINA"	6,000	THURSDAY, 26th Sept.	14th Oct.	
"EMPERESS OF INDIA"	6,000	THURSDAY, 24th Oct.	11th Nov.	
"MONTEAGLE"	6,163	WEDNESDAY, 6th Nov.	30th Nov.	
"EMPERESS OF JAPAN"	6,000	THURSDAY, 21st Nov.	9th Dec.	

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE

YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail

Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships,

14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA

and 29 days from HONGKONG.

Hongkong to London, 1st Class..... via St. Lawrence River Line or New York 47-110.

Intermediate on Steamers..... 240, .. 442.

and 1st Class Railways.....

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the

American Continent.

R.M.S. "MONTEAGLE" and "TARTAR" carry Intermediate passengers only,

at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China

and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,

Corner Pedder Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ REGENT LUITPOLD" Capt. H. KIRCHNER	Wedday 28th Aug. at Noon
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBLA	About Saturday, 31st Aug. at 9 A.M.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 12th Sept. at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELOCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd August, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	Second half of Aug.	JAVA PORTS	First half of Sept.
TJIPANAS	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.
TJIKINI	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJILATJAP	JAPAN	Second half of Sept.	JAVA PORTS	Second half of Sept.
TJILIWONG	JAPAN	Second half of Sept.	JAVA PORTS	First half of Oct.
TJIMAHY	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 27th August, 1907.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

STEAMER	Tons Reg.	DATE
"BUELOW" Capt. FORMES	8,000	ON MARCH 11th.
"PRINZ LUDWIG" Capt. VON BINZKE	9,630	ON MARCH 25th.
"PRINZESS ALICE" Capt. POLACK	10,941	ON APRIL 8th.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO
LAND PASSENGERS.

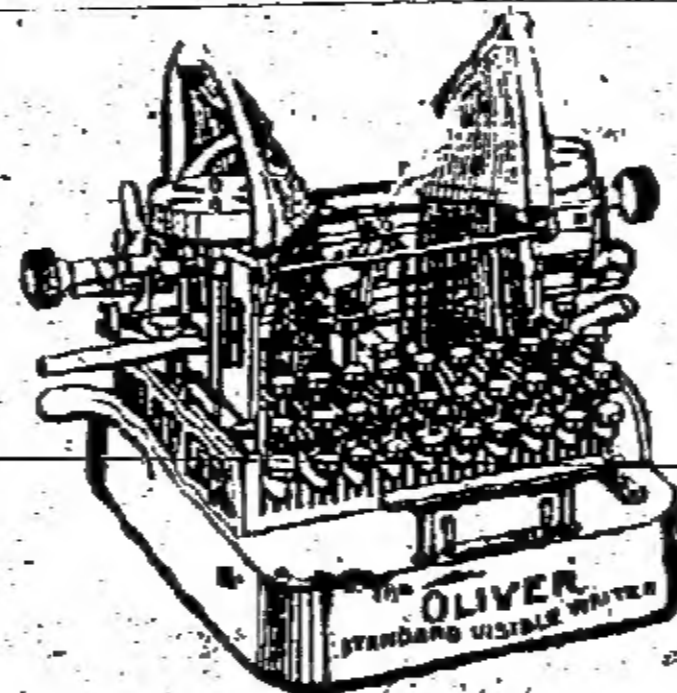
Early booking recommended.

For Particulars, apply to—

MELOCHERS & CO.,

General Agents.

Hongkong, 19th August, 1907.



THE OLIVER TYPEWRITER.

VISIBILITY.
SIMPLICITY.
DURABILITY.
UNRIVALLED FOR DUPLICATING, WRITING IN SIGHT,
UNIVERSAL KEYBOARD.TYPEWRITER RIBBONS and supplies for ALL
Machines kept in Stock.

OLIVER TYPEWRITER CO. LTD.

1, PRINCE'S BUILDINGS.

Hongkong, 24th July, 1906.

JAPANESE BEER.



"YEBISU"

"SAPPORO"

"ASAHI"

AND A NEW BRAND OF SPECIAL LIGHT BEER

"PEACE"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions.

The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA,
SOLE AGENTS.

Hongkong, 12th August, 1907.

MAIL TABLES

FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card .. 30 Cents

On Paper .. 20

On Sale at this Hongkong Daily Press Office—
Hongkong, 26th January, 1907.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT
HONGKONGFor Demand Drafts on London on the day of
or preceding the departure of the English
Mails; also Table of the Yearly
Approximate Average for 33 Years

FROM 1874 to 1906.

Price: \$2 Cash. On sale at the "DAILY
PRESS" Office, or Local Booksellers.

SHIPPING IN PORT.

STEAMERS.

ANDREAS RACKMERS, German str., 1,173, Bar,

18th August—Mojito 12th August, Coal—

Order.

ASCOY, British schooner, 2,704, John B. Booth,

25th August—Kutchinotun 19th August,

General—Doddwell & Co.

BORNEO, German str., 1,944, F. Sembill, 24th

August—Sandakan 18th Aug., General—

Machens & Co.

BOURBON, French str., 947, Le Bail, 26th Aug.

—Saigon 22nd Aug., General—Chinese.

CARL DIEBOLD, German str., 774, T.

Peterson, 24th August—Hoikow 23rd

August, General—Johnson & Co.

CHANGCHOW, British str., 1,224, H. J. Walker,

17th August—Saigon 19th August, Rice—

Butterfield & Swire.

CHONGSHING, British str., 1,256, T. H.

Lohman, 24th Aug.—Tientsin via Chefoo

18th Aug.—Railway—Killing Stock and

General—Jardine, Matheson & Co.

CHINKIANG, British str., 1,230, Robertson, 21st

August—Saigon 17th August, Rice—

Butterfield & Swire.

CLARA JESSEN, German str., 1,103, Jens

Jensen, 25th August—Java 18th August,

Sugar—Jensen & Co.

DAGNY, Norwegian str., 883, O. Abrahamsen,

26th Aug.—Chefoo 18th Aug., Beans—

Angard, Thoresen & Co.

DAPHNE, German str., 1,947, Schipper, 24th

August—Guaymas 23rd July, Ballast—

China Commercial S.S. Co.

DERWENT, British str., 1,562, J. Jenkins, 16th

August—Swatow 15th Aug.—Chinese.

DRUPAR, Norwegian steamer, 1,101, L. Bing,

24th August—Bangkok 14th August,

General—Nippon Yusen Kaisha.

EMPERESS OF CHINA, British str., 3,002, A.

H. Reed, R.N.R., 25th Aug.—Vancouver

9th Aug. Mails & General—C.P.R. Co.

EMPERESS OF JAPAN, British str., 3,039, H.

Pybus, 28th July—Vancouver 9th July,

General—C.P.R. Co.

FOOKANG, British str., 1,987, T. A. Mitchell,

25th Aug.—Mojito 21st August, General—

Jardine, Matheson & Co.

GLENNAN, Brit. str., 2,350, H. W. L. Holman,

16th August—Kobe 11th August, General—

Toyo Kisen Kaisha.

HAILAN, French str., 877, L. Andersson, 24th

August—Hoikow 22nd August, General—

A. R. Marty.

HEIM, Norwegian str., 757, A. Eriksen, 25th

Aug.—Bangkok 17th Aug., Rice and Salt

—Chinese.

HONGKONG, French str., 739, E. Correll, 26th

Aug.—Haiphong and Hoikow 25th Aug.

General—A. R. Marty.

HUE, French str., 705, J. Pannier, 26th Aug.

—Haiphong, Pakhoi, Hoikow & Kwang Chow

Wan 25th Aug., General—A. R. Marty.

HUPEN, British str., 1,204, H. Mathias, 25th

August—Hoikow 24th August, General—

Butterfield & Swire.

JOHANN, German str., 852, Island, 26th

August—Hoikow 25th August, General—

Johnson & Co.

KANGCHOW, British str., 1,217, Molotsov, 20th

August—Hongray 17th August, Coal—

Butterfield & Swire.

KIUKIANG, British str., 1,227, Wavel, 21st

August—Shanghai 17th August, General—

Butterfield & Swire.

KJELD, Norwegian str., Hellso, 16th August

—Mojito 9th August, Coals—Order.

KURICHOW, British str., 1,215, Hooker, 21st

August—Chefoo 16th August, General—

Butterfield & Swire.

KUMANG, British str., 2,078, E. J. Buller,

26th Aug.—Singapore 30th Aug., General

Jardine, Matheson & Co.

KUNGLER, Chinese str., 1,648, R. Lincoln,

21st Aug.—Shanghai 18th Aug., General

—Chinese.

LANDAKAT SCHEIFF, German str., 1,012, H.

Graudt, 24th August—Saigon 19th August,

Rice—Siemssen & Co.

LINAN, British str., 1,351, Williams, 24th Aug.

—Shanghai 19th August, General—But-

terfield & Swire.

LOOSON, German str., 1,027, M. Engelhart,

24th Aug.—Bangkok 18th & Swatow 23rd

Aug. Rice & Wood—Butterfield & Swire

MEERPO, Chinese str., 1,510, C. V. Frigast,

26th Aug.—Shanghai 23rd Aug., General

—Chinese.

NORD, British str., 1,160, Fryn, 22nd Aug.—

Singapore 15th August, Oil—McBain.

SANDON HALL, British str., 3,293, I. M. Main,

24th Aug.—New York 26th June, Case

Oil—Standard Oil Co.

SHIBETORO MARU, Japanese str., 2,478, H.

Yamamoto, 25th August—Kobe 14th Aug.

Coal—Osaka Shosen Kaisha.

SHIMCHIKU MARU, Japanese str., 3,127, T.

S. Sato, 23rd August—Mojito 17th August,

Coal—Osaka Shosen Kaisha.

SIBERIA, American str., 5,555, A. Yeeder, 21st

August—San Francisco 25th July and

Shanghai 18th August, Mails & General—

P. M. S. S. Co.

SIGNAL, German str., 907, Schlaikier, 25th

Aug.—Deli via Swatow 25th Aug., General

—Johnson & Co.

SKRISTAD, Norwegian str., 890, O. Haason,

21st August—Saigon 17th August, Rice

—Angard, Thoresen & Co.

SOLSTAD, Norwegian str., 897, N. Bjarnsgaard,

25th August—Saigon 20th Aug., Rice &

Flour—Angard, Thoresen & Co.

TANGO MARU, Japanese str., 4,627, A. E. Moosa,

